



# SOUTHWEST CORRIDOR PROJECT NEWSLETTER



Turning the earth at the Crosstown Industrial Park groundbreaking ceremony.

## CORRIDOR NEWS 8

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December, 1978

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En español: un resumen de los artículos más importantes.

## Southwest Corridor Under Construction

We're under construction! Several major parts of the Corridor Project are now going into the ground.

The South Cove Tunnel, began last January, is quite advanced, with the Mass. Turnpike detour accomplished and removed until next year. The Crosstown Street is moving ahead rapidly, with New Hampden Street already

open to traffic. The Crosstown Industrial Park has had its foundations installed for the Digital Equipment Corporation Plant. The Weld School in Roslindale is now being renovated for elderly housing.

At the current time, over \$100 million in work is under contract, and next year will bring the

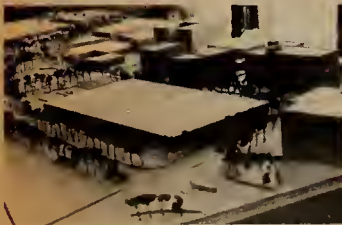
beginning of major transit construction to Roxbury and Jamaica Plain.

In addition, the Summer Street Elderly Housing Development in Hyde Park and the Lower Roxbury Community Corporation's Phase IV Town-Houses will also start construction next year. For more information about the projects now being built, see pages 4 and 5.

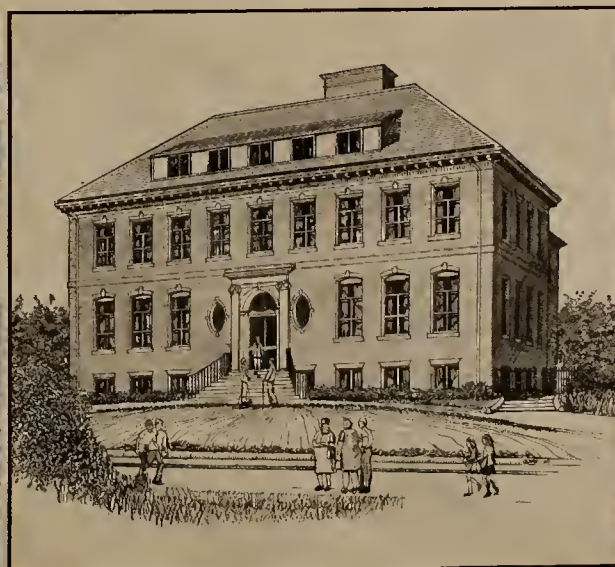
### en español

La construcción del Corredor ha comenzado. Varias partes importantes del proyecto se están fabricando en este momento.

El túnel de South Cove, la calle Crosstown y la planta de Digital Equipment son los principales entre éstos. Véa los artículos en las páginas 4 y 5.



CTIP



Weld School



South Cove Tunnel

Southwest Corridor  
Project Newsletter  
December, 1978

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# FROM THE PROJECT MANAGER



MASSACHUSETTS  
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AUTHORITY

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The year 1978 was a very productive one for the Southwest Corridor. We are under construction -- South Cove Tunnel, Crosstown St., the Crosstown Industrial Park, and the Weld School Apartments. The Educational Training Program was also initiated and has successfully graduated its first class of 29 students. Most importantly, we received additional federal and state commitments, totaling over \$669 million for construction of the transportation portions for the project. At the current time, we have over \$100 million worth of work under contract.

1979 promises to be even better -- major transit construction will begin in Roxbury and Jamaica Plain, and the Summer St. Elderly Housing in Hyde Park and Madison Park Phase IV in Roxbury will be started as well.

Many thanks to each of you for your help in building the Southwest Corridor. Please accept my sincere best wishes for the New Year.

Sincerely,

*Anthony Pangaro*

## QUESTIONS

### ANSWERS

Q: I am a resident on a street between St. Botolph Street and the r-o-w. Currently heavy rains flood the alley and eventually drain onto the tracks. What type of drainage system will be in effect once the tracks are covered or will all this

water end up in my back yard?

A: A system will be built to handle run-off that occurs within the Corridor Project area, though it cannot solve problems that originate outside the Project area.

## QUESTIONS

### ANSWERS

Q: Now that the Section Landscape architects have begun working, what will be the responsibilities of Roy Mann Associates, the co-ordinating landscape architects?

A: The co-ordinating landscape architects will review the work of the va-

rious Section landscape architects to assure conformance to the total Parkland Plan. In addition, Roy Mann Associates is now designing system-wide features such as benches, graphics, lighting, kiosks, etc. The Parkland Management Advisory Committee will have the opportunity to review this work.

## Parkland Management Advisory Committee Formed

The first meeting of the Southwest Corridor Parkland Management Advisory Committee (PMAC) took place in October. Anthony Pangaro, SWCP Project Manager, noted that the meeting signified a milestone for the Project. The Corridor Parkland is the face of the Project that will be seen by the outside world; therefore, the Parkland should be well-designed and well-maintained. PMAC will be composed of Corridor citizens and will focus on issues of Parkland appearance and maintenance.

PMAC will meet regularly for the next two years to discuss policy issues related to Parkland management and overall design goals. Review of the design for specific parts

of the Parkland, however, will remain the responsibility of the Station Area Task Forces. PMAC meetings will be run as working sessions with participation by community residents from each SATF, SWCP consultants for landscape architecture and planning, and representatives of the MBTA and the Department of Environmental Management (DEM). DEM is the state agency that will be responsible for the management of the Corridor Parkland.

At the first PMAC meeting, Pangaro described the Committee's role. Gilbert Bliss of DEM described his agency's experience in managing state forests as well as urban parks in Lowell and the Boston Harbor Islands.

DEM has also successfully managed 19 swimming pool complexes outside Boston. Bliss described DEM as looking forward to working in the Corridor and becoming actively involved with members of the adjacent communities.

The station and section landscape architects who are now beginning the detailed design of the Parkland were also introduced at the meeting.

Future issues to be discussed by PMAC include the SWCP Art Program, Parkland furniture, the cost of maintenance, and community involvement in the maintenance program. Upcoming meetings will be held in the evenings about every six to eight weeks.

## en español

La primera reunión del Comité de Asesoría para la Administración de los Parques del Corredor (PMAC), se llevó a cabo en octubre pasado.

El PMAC se reunirá regularmente por los próximos dos años para discutir la política a seguir tanto en diseño como en mantenimiento. Participarán en el comité representantes de cada SAFT, asesores al corredor en arquitectura paisajista y planificación, así como representantes de la MBTA y del Departamento Estatal de Administración Ambiental (DEM).

## From the Franklin Park Coalition



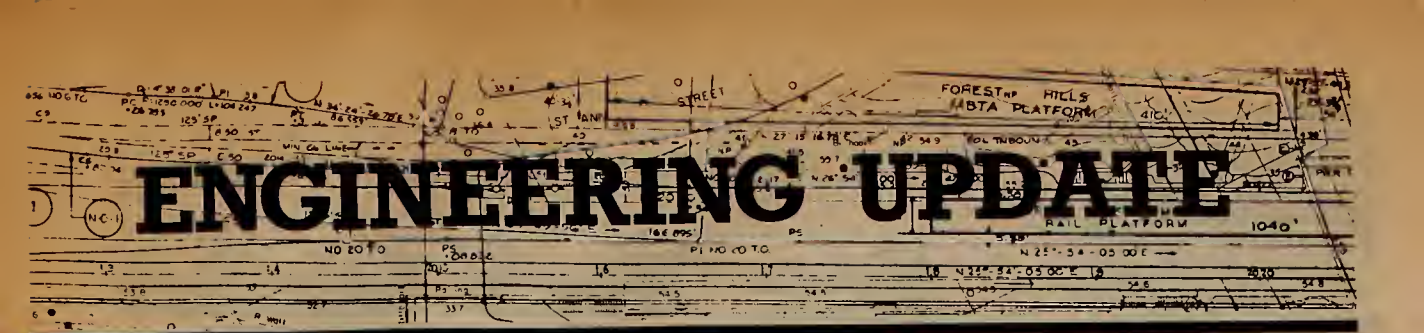
Corridor News received the following definition of a landscape architect by Frederick Law Olmsted, Jr., from Richard Heath of the

Franklin Park Coalition: "The profession of landscape architecture has developed to a large degree under the influence of my father, Frederick Law Olmsted. A landscape architect, as he conceived the term (and he literally coined the phrase about 1858) is one professionally capable of evaluating and dealing with prospective modifications of landscape in connection

with any use of land where the appearance is of sufficient importance to justify serious consideration. Innumerable acts and decisions of daily life are constantly altering the landscape in which people and their neighbors live. The effects of such alternatives are enormous. If the design and construction of a road or railroad should give pleasure to

those who see it, or that unpleasant impressions of it should be avoided, it becomes a problem of landscape architecture."

We are delighted that Mr. Heath added the following: "And from what I've seen of the designs of the stations and corridor itself, the Olmsteds would be pleased."



# ENGINEERING UPDATE

The **\*Alignment** and **\*Profile** for the Southwest Corridor Project has been refined. Due to community participation and operational requirements of the MBTA Transit and Commuter Rail tracks, the alignment and profile have undergone extensive studies and numerous changes. These studies were conducted to determine clearances for the trains, energy conservation, parkland requirements and community interests.

Additional studies were undertaken in the Forest Hills area to finalize the profile, layout of the storage yards, the location of piers and footings of the Casey Highway Overpass-- all in order to accommodate the Orange Line tracks and platform. In the Jackson Square Station area a crossover north of the station was relocated to the south of the platform so that the train operations would become more effective. In the Ruggles Street Station area the Orange Line profile was kept at the same level of the new railroad tracks to allow the abutting Mission Hill Housing Project an unobstructed view of the surrounding area.

Between Ruggles Street Station and Mass. Avenue Station there is provided a "pocket" track where storage of trains and a turnback of trains is possible in case of an emergency. From Back Bay Station to Massachusetts Avenue Station the profile was lowered to meet requirements for decking, relocation of Claremont Street and Carleton Street and to provide adequate space for the Right-of-way.

The MBTA has closely followed the project's final E.I.S. in the development and design of the track alignment and profile.

The Southwest Corridor Project Coordinating Consultant has been developing an Engineering Design Manual, Station Design Manual and **\*Urban Design Manual** that are specifically to be used by design consultants involved in the Southwest Corridor Project. The function of the Engineering Design Manual is to provide the basic criteria necessary for the

design of the rail, roadway, drainage, utilities and structural requirements that collectively make up the Southwest Corridor Project.

The Station Design Manual has been developed to establish architectural design standards for the new stations. This manual will provide corridor-wide guidelines and insure a station continuity for the SWCP. The Urban Design Manual establishes a framework necessary for the development of the parkland and urban fabric of the Corridor area.

The guidelines contained in these manuals are based on relevant federal, state, local standards, and law, community and agency liaison, and coordination between the MBTA, MDPW, FRA, MDC, Conrail, Amtrak, both public and private utilities, and the City of Boston.

The public utilities include water, sewer, street lighting, traffic signals, fire alarms and police communication. The various City of Boston departments have to be contacted to determine the existing locations of their respective utilities. The Section Designers have been using these location plans with field surveys to compile existing composite utility plans. The composite utility plans are being sent to the various departments for verification and possible abandonment of some of the unnecessary existing lines.

The "P" is currently formulating agreements with the private utility companies (Boston Edison, Boston Gas, New England Telephone, and Western Union) that own facilities within the SWCP. These agreements will deal with preliminary engineering and cost estimates for construction. The utility companies in coordination with the Section Designers will design and prepare sketches for the temporary and permanent locations for those facilities that will have to be relocated because of the depressed track.

The relocation of existing combined sewers that now cross under the

existing R.R. is required. This will require designs by the Section Designers for either siphons under the proposed track or a sewer pump station to lift the flow over the track via a force main in one of the bridges. The Section Designers have been developing many schemes for making sure that the proposed sewer and drain system will adequately handle the present and future flow. Future separation of storm and sanitary flow will also be accommodated.

The Forest Hills area is serviced by three interconnected water mains: a 48" water main (owned by the City of Boston) and a 36" and 48" water main (owned by the MDC). Relocation of these lines will become a major project because of the size of the lines and a temporary relocation of all three mains will have to be made. Besides the connection from the MDC's lines to the City of Boston main, there is a 24" suction main in Hyde Park Avenue that feeds the MDC's Hyde Park pumping station. This main is connected to both the MDC's mains.

adicional paralelo, llamado "de bolsillo", donde se pueden estacionar trenes o cambiar un tren de dirección en caso de emergencia, y la profundización del perfil en la Sección I entre las estaciones de Back Bay y Mass. Avenue, para lograr un mejor diseño en la cubierta.

Otra importante actividad corriente en el diseño de ingeniería consiste en la preparación de una serie de manuales, entre ellos uno de diseño de ingeniería, para guiar el trabajo de los asesores técnicos. El manual de ingeniería tiene la función de establecer criterios de diseño para las rieles, calles, drenaje, servicios, y estructuras que componen colectivamente el Proyecto del Corredor.

Se han preparado también manuales de diseño para diseño urbano y diseño de estaciones que cumplen una función paralela en estos campos de diseño.

La MBTA ha llegado a unos acuerdos con compañías que son dueñas de servicios en el Corredor -compañías tales como Boston Edison, Boston Gas, New England Telephone, Western Union- para relocalizar temporera y permanentemente los servicios, así como para llegar a estimados de costos de construcción.

Actualmente, los ingenieros se enfrentan con el difícil problema de diseñar el cruce del Corredor por varias cloacas importantes. Será necesario o un sistema sofisticado para pasar por debajo de la sección de bote o un sistema de tuberías para bombear a presión el contenido por uno de los puentes que cruzan la vía. Se han estudiado también esquemas para desviar el flujo de aguas negras a través de un sistema que funcione por gravedad.

Un problema similar existe para diseñar el cruce de varias tuberías de agua potable (una de 48", propiedad de la ciudad de Boston y dos de 48" y 36", propiedad del MDC). Ya que estas tuberías abastecen un sector importante del área metropolitana, será importante mantenerlas funcionando durante la construcción.

## en español

La ruta y el perfil del Corredor han sido modificados para ponerlos al día, tomando en consideración los criterios de diseño más recientes. Además de la participación comunal, que ha resultado en numerosas recomendaciones, se han hecho una serie de estudios para asegurar espacio adecuado para que pasen los trenes, conservar energía, preservar terreno para parques, etc.

En el área de Forest Hills se llevarán a cabo investigaciones adicionales para revisar el perfil de la vía, el emplazamiento de las rieles de estorage, y para asegurar que los sostenes y cimientos del puente de Arborway acomoden la vía de la línea anaranjada y las plataformas de la nueva estación.

Otras modificaciones importantes en el diseño de ingeniería incluyen una riel

**\*Alignment:** the route of tracks, as on a map

**\*Profile:** the vertical, up and down location of the tracks

**\*Urban Design:** the discipline of designing large scale urban areas.

Southwest Corridor Project Newsletter December, 1978



# How Each Section

## Section I

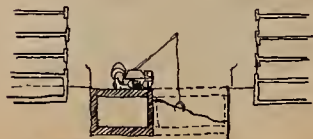
In order to maintain the water table outside of the construction site and to protect the buildings on each side of the right-of-way, the contractor will place sheet piling\* along the perimeter of the proposed depressed structure before any appreciable excavation is started.

Because of the restricted access to the corridor between the St. Botolph and South End neighborhoods, all sheet piling placement and excavation operations will be conducted from within the right-of-way itself.



POUR 1/2 BOAT SECTION

trak side would be excavated and constructed by equipment located on the existing trackbed on the St. Botolph Street side and, once that is constructed, the transit side would be excavated and



FINISH BOAT SECTION

constructed by equipment located on the newly constructed railroad deck slab.

Bridge reconstruction would be concurrent with the construction of the line structure. After the heavy line structure is completed, the landscaping of the Corridor would commence and would include the placing of earth fill and the paving for Carleton and Claremont Streets on top of the deck slab.

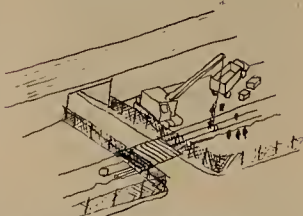


LANDSCAPE DECK

## Section II

Unlike Sections I and III, the Roxbury Section of the Southwest Corridor Project, Section II, has four main elements of construction. 1) The reconstruction of Columbus Avenue and Tremont Street, 2) the relocation of Stony Brook, 3) the actual construction of the "boat section"\* that

will contain the railbed, and 4) three new transit stations at Jackson Square, Roxbury Crossing and Ruggles Street.



RELOCATE UTILITIES

Construction in Roxbury has certain advantages, mainly the amount of cleared land is readily available for designated areas for staging, for construction workers' parking and for space to construct detour roads parallel to existing Columbus Avenue and side streets, thereby eliminating the need to detour over existing residential streets.



BUILD DETOURS

Other special consideration was given (but not limited) to the following:

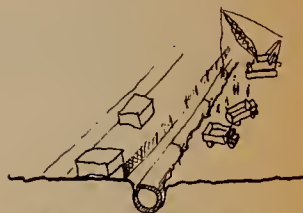
- 1) Construction staging areas will be primarily on the east side of the existing tracks to avoid impacting the community.
- 2) Safety fence will be used along the entire construction site.



EXCAVATE EMBANKMENT

- 3) Special detour roads at Centre, Heath, Tremont and Ruggles Streets will be used to maintain traffic flow.
- 4) Protective measures will be taken against dust, noise, and construction mess.

The staging of construction will be designed to shorten the overall construction period. Most likely, the sequence will be:



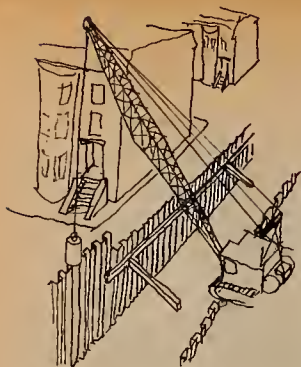
BUILD NEW CULVERT\*

- 1) Relocate utilities and construct safety fence.
- 2) Construct Arterial Detour Road parallel to existing Columbus Avenue.
- 3) Excavate embankment\* and fill in northbound side of new Columbus Avenue.
- 4) Construct side street detours as needed.
- 5) Construct Stony Brook.
- 6) Construct boat section and new bridges.



BUILD BOAT SECTION

- 7) Finish Columbus Avenue and Tremont Street and construct transit stations.
- 8) Landscape parkland, decks, reconstructed Columbus Avenue.



PLACE SHEET PILING

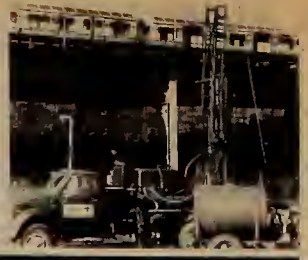
Once the excavation and de-watering within the sheeting has been completed, the heavy concrete base slab will be placed, followed by concrete walls and deck slab. At this stage, earth will be back-filled behind the walls and the sheet piling extracted for possible reuse elsewhere on the project. The restricted access to the site may require that the structure be constructed in longitudinal halves; that is, the Commuter Rail/Am-

\*Boat Section: a reinforced concrete waterproof box containing the rail bed.

\*Embankment: the "wall" over which Penn Central trains travel at present

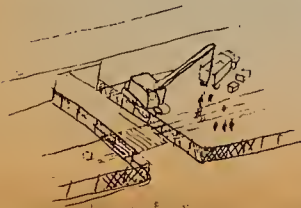
\*Sheet Piles: steel sheets placed in the ground to form temporary construction walls

# Will Be Built



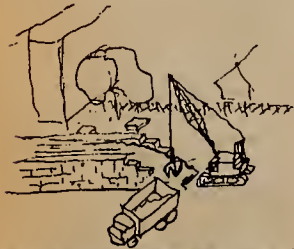
## Section III

When will construction start? What will come first? What will be the impact of construction on Jamaica Plain? Residents and businessmen have these and many more questions, which will be addressed in detail in future issues of the Corridor News. As an introduction to construction in Section III, this first article will outline the process and mention some of the concerns upon which the MBTA and its consultants are working.



RELOCATE UTILITIES

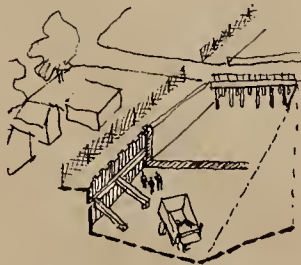
Even prior to the beginning of construction there is work along the Corridor site. The surveyors have measured and recorded existing conditions which the Section Engineers, HNTB, have transferred to base drawings. Boring\*crews are currently using their drilling rigs to aid in the design of the depressed section, station foundations, bridges, decks, etc. In addition, the borings will provide information about types and quantities of excavation material, groundwater level and flows, and soil corrosiveness.



EXCAVATE EMBANKMENT

The first construction work in Section III will be done under an "advance excavation contract;" that is, in advance of the general line contract. This work, not dependent upon the results of the boring analysis, will consist of the removal of the existing railroad embankment down to approximately original ground level. Most of the material will be shipped out, but some of the granite block and possibly some of the better fill material will be stockpiled for future re-use.

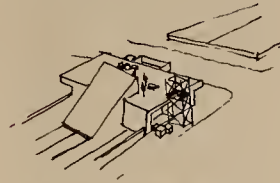
Work during the first part of the major line contracts will be the relocation of utilities such as electricity, gas, water, sewers and telephone. This construction, for the most part taking place on existing city streets, will be coordinated with the private utilities and their subcontractors. There will be no disruption of essential services. In Jamaica Plain, detours will be built sequentially as required in order to minimize disruptions to traffic flow and allow movement of emergency vehicles. Particular cases, such as school children crossing the Corridor at Minton Street, will have specific solutions which enable pedestrian movement to be maintained during construction.



BUILD BOAT SECTION

The next phase of excavation will be below the ground level and into the groundwater, which will be controlled by sheet piling, carefully graded slopes,

and pumps. Actual construction of the depressed section will include the laying of track drainage, slab and wall formwork, reinforcing, installing conduits, and the pouring of concrete. At locations where there are bridges or decks there will be additional concrete work.



BUILD STATIONS

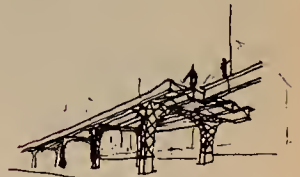
Following appropriate curing of the concrete, the rough grading of the parkland will begin.

Work on the three stations can proceed following completion of the boat section foundations for the stations. Green Street and Boylston Street stations will be fairly straightforward, but construction of the Forest Hills Station will be broken down into phases. Detours, as well as construction sequences, need to function in such a way that automobiles, buses and the existing Orange Line can operate without interruption during construction.

Later phases of construction will involve the installation of the tracks, third rail, and signals and communications systems. Concurrent with the testing of the new systems, including train operations, final landscaping of the parkland will proceed. After the Orange Line in the Southwest Corridor becomes operational, the existing Orange Line El along Washington Street will be removed. Finally, the portions of the new Forest Hills Station on the site of the old station will be completed.

During construction in Jamaica Plain every effort will be made to keep noise and dust to a minimum. Places where contractors

park and store materials will be controlled, and there will be control of reasonable working hours.



REMOVE THE "EL"

Construction of the Southwest Corridor Project is a long and complicated process, and it should be fun to watch in anticipation of the opening of the new system.

## en español

Durante los últimos meses ha acelerado el paso de la construcción en el Corredor del Suroeste. Sin embargo, el trabajo principal de construcción está aún en el futuro: la construcción de la vía de tren en sí.

En esta tarea, cada una de las tres secciones se construirá en una secuencia propia, lo que está ilustrado en este artículo.

La sección I que tiene poco espacio entre las vías y casas que la rodean, se construirá en dos etapas. Primero se fabricará un lado y luego, desde la mitad terminada, se fabricará el otro lado. La cubierta se construirá después.

La secuencia de construcción en las secciones II y III son parecidas. En la sección II, debido al tráfico que pasa por allí, es importante la construcción de un desvío. En ambas será una tarea importante demoler el terraplén que lleva actualmente los trenes de Amtrak.

\*Boring: drilling to study the subsoils for construction

\*Culvert: a large underground pipe containing a stream or sewer



# Weld School Reconstruction Begins

Rehabilitation of the former Stephen Weld Elementary School will help revitalize the Roslindale/Hyde Park Section of Boston, a neighborhood impacted by the abandoned Southwest Expressway project. The century-old school building, which was taken for I-95, is being converted to provide much needed housing for the neighborhood's elderly citizens.

Construction is currently under way and dedication ceremonies were held on Sunday, October 22 at the school. Apartments are scheduled for completion in late spring, 1979. Attending the ceremony were Governor Michael Dukakis, Secretary of Transportation Fred Salvucci, Congressman Joseph Moakley, Massachusetts Commissioner of Public Works John Carroll, Assistant Commissioners Ellen DiGeronimo and Peter Donadio, State Rep. Angelo Scaccia, the Southwest Corridor staff and, most importantly, the numerous neighborhood residents who helped make the project a reality.

A highly visible structure in this neighborhood of one to six-family residential buildings, the Weld School is one of the few large institutional properties within the area's Corridor project boundaries. The school was one of the properties claimed by the Massachusetts Department of Public Works in the early 1970s and scheduled for demolition and subsequent highway construction. Many of the area's homes have since been reclaimed by original owners or sold to new ones within the last few years, as part of the Southwest Corridor development plan.

In 1976 the community met with the Southwest Corridor project office staff and requested that a private developer be found to convert the vacant Weld School to elderly housing. Since then, a cooperative effort by residents, Federal, State, and City agencies,

and the Southwest staff has made the project into a reality.

The developer for the project is Denis Walsh. The architects are CBT/Childs Bertman Tseckares & Casendino Inc., Boston. Financing combines a HUD\* Section 8\*rental subsidy with conventional financing.

The design by CBT architects includes 12 one bedroom and two studio apartments. Financing was arranged by mortgage broker Peter Goedecke of the Yankee Financial Group, Boston. The South Boston Savings Bank has provided a \$395,000 permanent mortgage, with the State Street Bank financing a construction loan. The project is one of the few developments with a HUD Section 8 rental subsidy that is conventionally financed.

The Weld School is ideally suited for an elderly housing community, according to Walsh. "The Hyde Park/Roslindale community is maturing, and there is a real need for additional elderly housing for area residents," he said. "We've even had rental inquiries from former pupils of the Weld School, who have lived in the neighborhood all their lives."

Location of the building is also appropriate, since two new elderly housing communities have recently been planned and constructed in the area, and community facilities can now be shared. The 1½ acre school site on Rowe Street, a quiet residential avenue, includes parking for 12 cars, and a private park and terrace. The park has a sunny, southern exposure, and will include benches and natural plantings.

The building's exterior, typical of schools built at the turn of the century, will be restored to its original 1894 appearance as far as possible. Red brick walls, marble sills, galvanized metal cornice work, wrought



iron fencing and steps of bluestone and granite will be replaced or repaired. Aluminum frame thermal break windows are being installed in the original sash. The steeply sloped slate roof is being repaired, with windows added to convert unused attic space to apartments. The main entrance, with its wooden Creek portico and decorative oval windows, will open onto a new lounge and reception area inside.

New mechanical and electrical systems and interior walls and finishes are being installed to convert the former classrooms, activity rooms, attic and boiler rooms to apartments. A new elevator will be added, as well as a laundry room. All apartments will have air conditioning, hardwood floors or wall-to-wall carpeting, and new appliances and fixtures.

## en español

La antigua Escuela Elemental Stephen Weld está en el proceso de ser convertida en vivienda para ancianos residentes del vecindario Hyde Park donde está localizada.

Entre los vecinos que han solicitado apartamentos se encuentran antiguos alumnos de la escuela, que

han vivido toda la vida en el vecindario.

Dedicada el pasado 22 de octubre, la construcción de la escuela está llevándose a cabo en la actualidad. Uno de los pocos edificios institucionales el área residencial de Hyde Park donde está ubicada, la escuela fue originalmente tomada para la construcción de la carretera I-95. Cuando la oposición a la carretera logró detener este proyecto, residentes del área comenzaron a trabajar para que se renovara el edificio para vivienda. Ya que hay otros dos edificios residenciales para ancianos en la vecindad, los residentes de la Weld School podrán compartir numerosas facilidades.

El proyecto resultó de un esfuerzo de cooperación entre los vecinos del área, agencias municipales, estatales y Federales y la Oficina de Desarrollo del Proyecto del Corridor del Suroeste.

El promotor del proyecto es Denis Walsh. Los arquitectos son CBT/Childs Bertman Tseckares y Casendino, Inc., de Boston. El financiamiento combina subsidios de la \*Sección 8 de HUD con préstamos convencionales. La ciudad además aprobó un acuerdo de abrigo de impuestos tipo 121A.

# Southwest Corridor Construction



## Digital Equipment Plant

The much awaited Cross-Town Industrial Park is now under construction. On September 28th, ground breaking ceremonies were held for the 62,000 sq. ft. Digital Equipment Corporation Plant. The new facility, expected to provide 300 jobs, is the first phase of the 39-acre industrial park located in the Southwest Corridor on the border of the South End and Roxbury, near Boston City Hospital.

In attendance at the ground breaking ceremony were Lt. Governor Thomas P. O'Neill, Mayor Kevin H. White, EDIC's\*George Seybolt, and CDC's\*General Manager Marvin Gilmore.

According to Mr. Gilmore, head of the Community Development Corporation

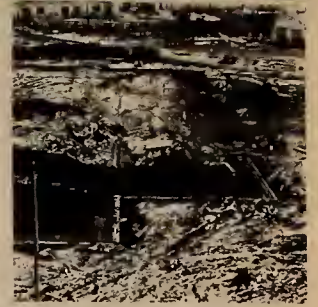
of Boston, which is joint developer of the project along with the Economic Development Industrial Corporation, minority architects designed the building, a minority construction firm is building the building, and minority subcontractors will be very much involved. Most of the jobs created will go to community people.

The project is a cooperative effort of community, city and state, and grows out of the 1974 Southwest Corridor Development Plan and the Mayor's Blue Hill Avenue Plan. The project is constructed on the site of what was to be a major interchange between I-95 and the existing Southeast Expressway.

## en español

El Parque Industrial "Cross Town," esperado por varios años, se está por fin construyendo. El pasado 28 de septiembre se llevó a cabo la ceremonia para comenzar los trabajos en la planta de 62,000 pies cuadrados que ocupará el Digital Equipment Corporation. Este edificio, la primera fase del Parque Industrial de 39 acres, está supuesto a traer 300 empleos a la ciudad. El Parque Industrial está localizado entre Roxbury y el South End, cerca del Hospital de la Ciudad de Boston.

Según Marvin Gilmore de la Corporación de Desarrollo Comunal de Boston, que promueve el proyecto



conjuntamente con la Corporación de Desarrollo Económico Industrial (EDIC), arquitectos minoritarios diseñaron el edificio, un firma minoritaria de contratistas lo está construyendo y los subcontratistas incluyen varias minorías. La mayoría de los empleos irán a residentes de la comunidad.

## Cross-Town Street

Construction has begun on the Corridor Crosstown Street between Columbus Avenue and Ruggles and Sarsfield Streets in Roxbury and Massachusetts Avenue near Boston City Hospital. The contractor, Vincent Barletta and Co., has cleared the site and expects to complete the \$7.6 million project by early 1980.

The new Crosstown Street will be an urban parkway with over 1,100 trees, 1,700 shrubs, a bike trail, tot lots, and other pedestrian amenities. A double row of trees fifteen feet apart will be planted on both sides of

the street in all residential areas. All sidewalks will be seven feet wide with parkland extending between 35 and 130 feet beyond the sidewalks.

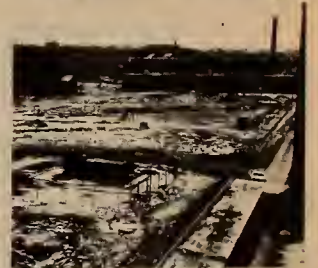
In addition, the new street will decrease traffic on nearby local streets allowing some of them to be permanently closed. Ruggles Street will cease to be a through street and other smaller streets will be consolidated.

The new streets will be only 4 lanes wide and have frequent traffic lights, so that it will be compatible with the new parks and new development as well as existing uses.

New development parcels for industrial, commercial and residential use will also be facilitated by the street. New access and local streets will serve the Crosstown Industrial Park and Phase IV of Lower Roxbury Community Corporation's town house development. All of these facilities will be built on land that was to have been used for I-95.

## en español

Ha conzedo la construcción de la calle Crosstown, que comunicará la avenida Columbus con la calle Sarsfield. Ocupará terreno antes destinado a la carretera I-95.



## South Cove Tunnel

The construction of the South Cove Tunnel has advanced considerably since the last issue of the Corridor News. At that time, sheet piling\* was being driven and the excavation on the trench was underway. Excavation is now complete. Some of the structural steel has been set in place and pouring has begun for the reinforced concrete box section

which will carry the trains. Once the connection to the portal of the existing tunnel is made and the pouring of the box section is finished, the cut will be covered.

The tunnel will connect the Rapid Transit rails of the Southwest Corridor to the existing Washington Street Orange Line Subway tunnel.

## en español

La construcción del túnel de South Cove ha avanzado notablemente desde la última edición del Corridor News. Se ha completado la excavación; en estos días se está fundiendo la "caja" de hormigón armado que llevará los trenes.

El túnel conectará las rieles de tránsito que están en la calle Washington con el Corredor del Suroeste.



\*Sheet Piles: steel sheets driven to provide temporary walls. See pages 5&6.

\*EDIC: Economic Development Industrial Commission.

\*CDC: Community Development Corporation



Left: A recent meeting of the Forest Hills SATF.

Right: At the Open House held by the architects of the Boylston Street Station, Kubitz & Pepi.

# SATF

## Section I Cover Task Force

About 15 residents of the Neighborhood Committee/Cover Task Force met at the Harriet Tubman House on Wednesday November 8. By way of introduction, Moriece and Gary, the landscape architects for the covered area between Dartmouth St. and Mass. Ave., the Mass. Ave. Station area (including Carter Playground) showed slides of their work.

The first task was to determine whether residents wished to narrow Carleton and Claremont Streets. These streets currently run parallel to the right-of-way and vary in width from 20 to 22 feet. After reconstruction, these streets will be on top of the cover and will be leveled out. Previous plans maintained the current width.

The residents confirmed the landscape architects' approach which "downgrades" the streets, yet better assists the movement of service vehicles. They view the streets as a 14-foot wide fire lane paved with materials which discourage speeding traffic. All the turning radii are designed to accommodate fire and garbage trucks.

The task force also reviewed the schedule and results of the work for the next 6 months.

Workshops are planned so that residents can work

directly with the landscape architects on design development. Residents from a street or grouping of streets will individually meet with Moriece and Gary to review their work in process. After several workshops, the Cover Task Force will meet as a whole to review the design and insure that the cover is developing in a unified way.

All residents are encouraged to participate in the workshops. It is hoped that those who do will participate on a regular and continuing basis.

## Back Bay and Mass. Ave. Stations

The conceptual plans for both stations (refer to issue # 5 ) have been reviewed by the coordinating consultants, MBTA and other involved agencies. The station's architects are currently responding to review comments and are beginning to take a look at the visual appearances of the stations.

After reviewing the comments, the architects will share with you their approach to final design.

## Section II Development Meeting



The MBTA's Ken Kruckemeyer reviews decisions made in Section II.

On September 7, 1978, the MBTA in conjunction with Frederic R. Harris and Charles G. Hilgenhurst and Associates, sponsored a section-wide workshop on development potential within Section II of the Southwest Corridor Project. The meeting, which was attended by approximately 25 residents and local agencies, consisted of a review of development potential by parcel and land use type, and a general description of the process to be followed during implementation. Dee Primm, Section II Planner of F.R. Harris, chaired the meeting. She was assisted by Ken Kruckemeyer, Assistant Project Manager for the SWCP. Together they discussed the MBTA's schedule for development, the importance of local participation, and the commitment to minority and small business participation at all levels.

Presentations of development recommendations were made by Phillip Henderson, David Dixon and Linda Murphy of the Charles G. Hilgenhurst staff and

David Lee of Stull Associates, Inc. In addition special presentations were made on the Crosstown Industrial Park and Economic Development and Industrial Corporation (EDIC), and the Roxbury Community College by Mr. George Gilford and Dr. Kenneth Haskins respectively. All participants agreed that these projects and recommendations represented major improvements within the Corridor which would be beneficial to local residents.

After extensive discussions, it was felt that both the MBTA and its consultants have attempted to respond to local needs as defined by residents and that the process should be continued. Residents felt that such meetings are necessary because they facilitate meaningful dialogue between residents and consultants. The afternoon was topped with a home-spun pot of vegetarian vegetable soup; not surprisingly it was one of the best received presentations.



At the Section II development meeting.

## en español

Alrededor de 15 residentes que participan en el comité que desarrolla el diseño de la cubierta en la sección I se reunieron el pasado 8 de noviembre en la Harriet Tubman House. La sesión comenzó con los arquitectos paisajistas que diseñarán la cubierta presentando ejemplos de diseños previos por la firma en otros lugares.

La primera tarea fue discutir el ancho deseable para las calles Carleton y Claremont, que ahora yacen paralelas a la vía del tren, pero que eventualmente quedarán sobre la cubierta. Se decidió convertirlas en calles estrechas de 14 pies.

También se discutieron otros aspectos del diseño de la cubierta tales como el tratamiento del encuentro de las calles con la cubierta. Se decidió que los residentes se reunirán en subgrupos con los asesores de arquitectura paisajista para elaborar diseños individuales que más tarde se combinarán.

Los planos conceptuales de las estaciones de Mass. Ave. y Back Bay ya están aprobados. Los arquitectos están en el proceso de incorporar los comentarios de los SATF y elaborar el diseño.

## en español

En la sección II, uno de los temas de más discusión durante los últimos meses ha sido el desarrollo que se planifica para el área. A fines de septiembre pasado se llevó a cabo una reunión en la que los asesores de desarrollo para el proyecto,

Charles Hilgenhurst Associates, hicieron una presentación del potencial de desarrollo en numerosas parcelas de la sección. Se decidió además el plan de desarrollo en su totalidad poniendo énfasis en sus distintas estaciones.



# Meetings

## Materials Available About Section II

If you would like any of the following, please contact Section 2 planner, Dee Primm or Sharon Joia, at 723-1700, Frederic R. Harris.

### Station Area Task Force Notebooks:

Ruggles Street  
Roxbury Crossing  
Jackson Square

These notebooks contain information about the design process, the station area and other information to help SATF participants in giving advice about the station area.

### "SATF Development Profiles":

Ruggles Street  
Roxbury Crossing  
Jackson Square

These Profiles give information regarding the parcels of land acquired for I-95 that will not be used for the transit line. Location, size and other data will be found in these Profiles.

Back Issues of SWC Newsletters or xeroxes of particular articles, issues 1 through 7.

Ruggles Street - Parcel 18 Pictorial Proposed Development Plan.

Past Minutes from SATF's and Roxbury Neighborhood Committee Meetings.

If you have a special request for other information or would like to visit the Section 2 engineers' office at 67 Long Wharf, please contact Dee Primm or Sharon Joia.

En la sección II hay varios proyectos de envergadura que afectarán mucho al área. Entre éstos están Roxbury Community College y el Parque Industrial de Cross-Town, ambas obras de varios millones de dólares.

## Section II Planner Planificadora de la Sección II

## Boylston St.

The Boylston Street Station Area Task Force has focused on the design of the new station during the last several months since the preservation of the Milestone Concept Plan. At an Architects' Open House held at the Section III Field Office on September 27th, residents viewed some preliminary studies of possible massing, form and materials of the station. Residents expressed particular interest in passive solar energy and pitched roofs as a means of responding to the character of the area. At the SATF meeting on November 2nd, the architects, Kubitz and Pepi, presented

two schemes representing different approaches to facade treatment and natural light. Each alternative was made of brick and had a similar plan organization. Based upon the community's desire to have the station fit sympathetically in its surroundings. The architects will synthesize the good qualities of each solution into one building proposal. In the coming months, the Boylston Street SATF will review further refinements of the station design, development in the station area, and construction methods.



Forest Hills SATF members discuss station design and changes planned in the station area.

## en español

En la sección III no ha habido reunión general de todo el vecindario. Más bien han habido pequeñas reuniones de los comités de estación para discutir

distintos temas de importancia.

En la reunión del comité de la estación Boylston, la discusión ha girado en torno a varios aspectos del diseño, tales como los tragaluces, la calefacción solar pasiva, el material

Dee Primm, F.R. Harris  
67 Long Wharf  
Boston, MA  
Tel. 723-1700

## Green St.

The Green Street Station Area Task Force met on November 8th to review station design and development in the station area. The architects, Mintz Associates/The Leon Bridges Co., presented refinements to the station plan made since the summer. These changes included a simplification of the Green Street facade, moving the elevator to the center of the platform so that it lies between the stairway and escalator, and a coordination of the station plan with the boat section walls below. Residents felt that the skylighted, flat-roofed brick and concrete building should relate more strongly to the surrounding neighborhood, and this will be one important consideration for the next series of architectural studies. The Task Force also had a presentation of the Green Street development report prepared by Charles G. Hilgenhurst and Associates. This report incorporated comments previously made by the SATF about uses of vacant land in the Green Street area. Copies of this report are available from Don Grinberg, the Section III Planner.

## Section III Field Office

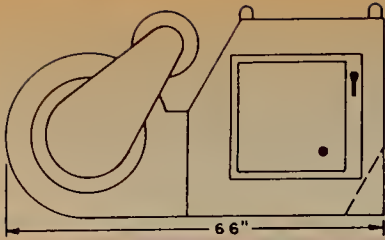
The Section III Field Office, located at 658 Centre Street opposite the Fire House in Jamaica Plain, is open Tuesdays and Fridays from 9 a.m. to 5 p.m. On display are the Parkland concept plans for Section III and the station designs most recently reviewed by the three SATFs. Please feel free to stop by to share your ideas and have your questions answered.

que se usará en la estación, etc.

En la estación de Green Street, además de discutir la arquitectura de la estación, los residentes han visto presentaciones y hecho recomendaciones sobre el futuro desarrollo del área.

## Section III Planner Planificador de la Sección III

Don Grinberg, HNTB  
Suite 3050, Prudential Center  
Boston, MA 02119  
Tel. 267-6710



# VENTILATION

The Southwest Corridor Project will use two separate ventilations systems; one for covered Orange Line trackway and stations, and one for covered railroad trackway and stations.

Mechanical ventilation is provided in covered Orange Line trackways and stations to supplement "piston action" ventilation brought about by the air which is pushed by Orange Line trains. In addition, it would remove smoke in the event of a fire and ensure a safe evacuation of passengers from covered trackways and stations during an emergency. Each covered Orange Line station is provided with an underplatform exhaust system which consists of two ducts running underneath the platform, connected to two ventilation fans which exhaust hot air from the trains' undercarriage to surface gratings at the ends of the station. Long sections of covered Orange Line trackways are provided with ventilation shafts containing one or more ventilation fans. These ventilation shafts terminate at surface level gratings. The fans are reversible so that during an emergency the fire department can reverse the flow of air to provide a flow of fresh air in the path of patrons evacuating a train on fire. The Orange Line ventilation systems will normally operate only during periods of hot weather and during fire emergencies.

The covered railroad trackways and stations are provided with mechanical ventilation for the removal of diesel locomotive exhaust fumes. Fans would also be used for the removal of smoke during an emergency. They exhaust the diesel fumes through ventilation shafts which extend above-grade to provide sufficient dispersion of the diesel fumes. In addition to the ventilation fans, there are also intake shafts located between the ventilation shafts which provide fresh air into the covered trackways.

Back Bay and Forest Hills railroad stations are provided with over-platform exhaust systems in covered sections. This system captures diesel emissions as they come from locomotives, and exhausts them through elevated vent shafts. The railroad ventilation systems will be operated automatically by sensors which will turn the ventilation fans when necessary. These fans will probably run during morning and evening rush hours and intermittently during the remainder of the day.

Ventilation systems are presently planned for the following stations: Back Bay (Orange Line and Railroad), Jackson Square (Orange Line), Boylston Street (Orange Line), and Forest Hills (Orange Line and Railroad). The remaining stations are designed to have open platforms and, therefore, do not require mechanical ventilation. In addition, ventilation systems are provided in the following covered trackways: Back Bay to Mass. Ave., Orange Line and Railroad; Mission Hill, Orange Line and Railroad; Bromley Heath, Orange Line and Railroad; and south of the Forest Hills Station and Railroad.

Ventilation systems are being designed to be compatible with any future additions of decking throughout the entire Corridor.

## en español

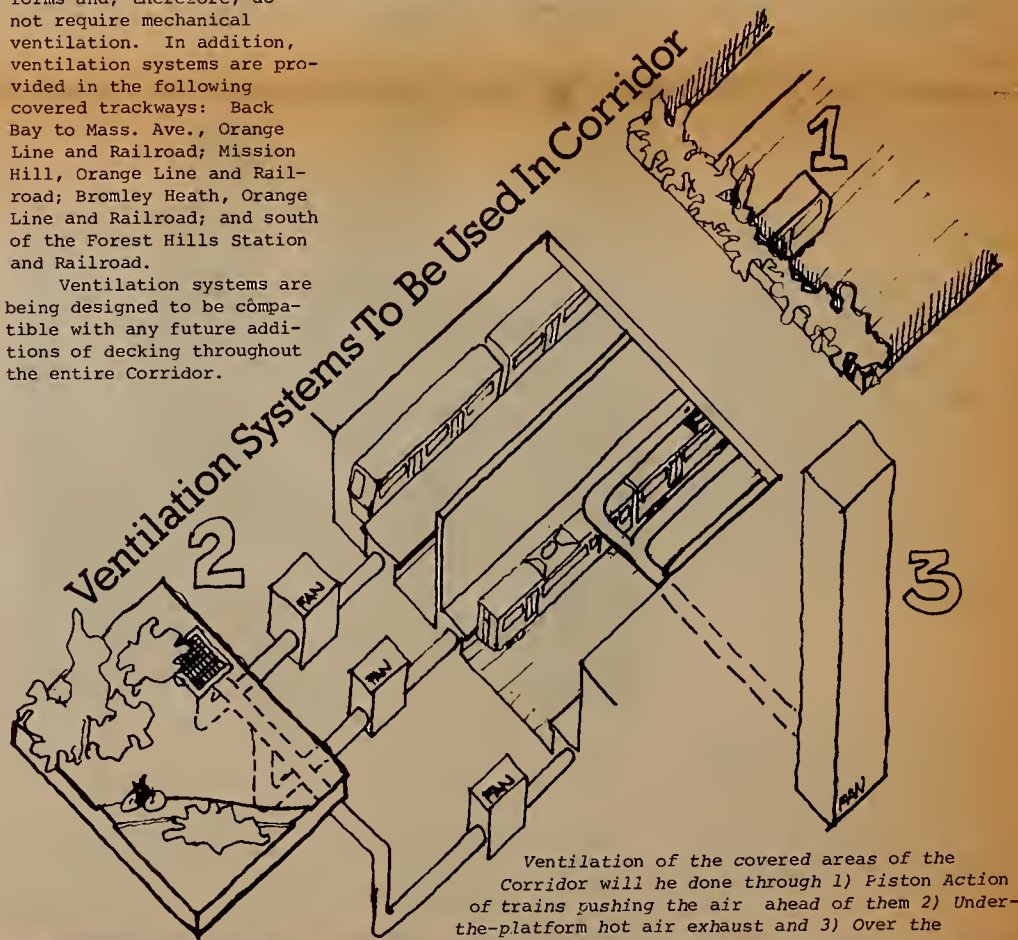
El proyecto del corredor usará dos sistemas de ventilación separados: uno para las áreas cubiertas y estaciones de la línea de tránsito urbano y otro para las áreas cubiertas y estaciones de los trenes interurbanos.

Al pasar los trenes de la línea anaranjada por las áreas cubiertas, empujarán el aire delante de ellos en el túnel. La ventilación mecánica suplementará esta "acción de pistón".

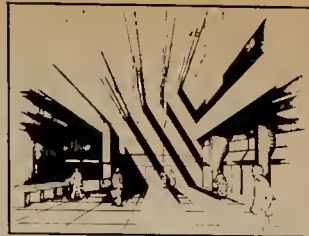
Cada estación estará provista de un sistema de escape consistente de dos conductos localizados bajo las plataformas de espera que sacarán aire caliente de abajo de los trenes y lo expulsarán por un enrejado localizado en los extremos de cada estación.

El sistema de ventilación para las áreas de trenes tendrá la tarea principal de extraer el humo y los gases de las locomotoras diesel, además de tener la capacidad de extraer humo en caso de incendio. Áreas cubiertas de la vía estarán provistas de extractores con por lo menos dos ventiladores reversibles que expulsarán el gas por chimeneas donde se disipará en la atmósfera. Además de los extractores, habrán aperturas para admitir aire fresco al túnel.

Las estaciones de Back Bay y Forest Hills serán provistas de un sub-sistema de ventilación adicional diseñado para capturar escape de gas de las locomotoras y disiparlo por chimeneas.



Ventilation of the covered areas of the Corridor will be done through 1) Piston Action of trains pushing the air ahead of them 2) Under-the-platform hot air exhaust and 3) Over the train exhaust for diesel fumes.



# Roxbury Crossing Station

The Roxbury Crossing Station will be located at the corner of Tremont Street and Columbus Avenue, right across from the future Roxbury Community College, the Occupational Resource Center and the Madison Park High School. The site occupied by the complete development will include the whole block between Columbus Avenue and Terrace Street. It is hoped that about 9,000 sq. ft. of commercial space can be built along with the station. The station itself has a main entry off Tremont Street and a secondary entrance off

the station plaza located at the northeast corner of the site at Columbus Ave. Circulation is in a direct line from entrances all the way down to the platform. The lobby and waiting areas are located below a large skylight that covers these spaces and that allows direct sun into the space. After depositing the fare and proceeding through the paid lobby area, patrons come to the stairs, escalator and elevator which are also covered by a large skylight. Commercial spaces are located on each

side of the station lobby. A station plaza, adjacent to one of the entrances and to the Corridor Trail, will provide a sitting area for relaxing, waiting or get-togethers.

## en español

La estación de Roxbury Crossing estará localizada en la esquina de la calle Tremont y la New Columbus Avenue, cerca del nuevo Center y Madison Park High School. El sitio

que ocupará la facilidad cubre una cuadra completa y se extenderá desde New Columbus Avenue hasta la calle Terrace. Se espera que la estación incluya 9,000 pies cuadrados de espacio comercial.

La estación tendrá la entrada principal dirigida a la calle Tremont; habrá además una entrada secundaria desde la plaza localizada al nordeste del terreno.

# Update on Forest Hills Station



Left: Existing Forest Hills Area. Shows existing transportation structures to be removed: Orange Line EL, Station and car barn and Penn Central Embankment. Right: Architect's recommended Forest Hills Station. New station shortened to approximate length of existing Orange Line Station. All bus loading occurs within station.



Residents of the Forest Hills Station area in the past have mentioned several problems with the station design. The architects have responded to these concerns by making several changes in their design. The following list summarizes some of the concerns expressed and the responses made:

**PROBLEM:** The station is too long.

**RESPONSE:** The station architects have been able to shorten the building to a length slightly longer than the present elevated station structure while keeping it to about the same height.

**PROBLEM:** The station would be an imposing mass along Hyde Park Avenue.

**RESPONSE:** The station will be set back from the avenue, and the space between the sidewalk and garage will be planted with trees that serve as a buffer to "soften" the form of the structure.

**PROBLEM:** Parking is not available for short-term use

for shoppers in Forest Hills.

**RESPONSE:** A small surface lot outside the garage will be built for about 50 cars. The lot can use parking meters to encourage its use for short term parking during local shopping.

**PROBLEM:** The parking garage will overwhelm Forest Hills with traffic.

**RESPONSE:** The park-and-ride spaces provided in the 500 car garage will represent only about 1% of the average daily number of cars coming to or moving through Forest Hills. The structure will replace some spaces that will be removed by the station's construction.

**PROBLEM:** Garage bound traffic should not travel on Hyde Park Avenue through Forest Hills Square.

**RESPONSE:** Cars entering the garage will be kept south of Forest Hills Square with the entrance located on New Washington Street, away from the shopping and residential area of Forest Hills and White City. There will be no connection between the

garage and Hyde Park Avenue. This entrance location will improve the situation because cars will then travel to parking areas away from traffic flow.

**PROBLEM:** There is congestion on local streets caused by the present scattered parking lots.

**RESPONSE:** The central garage will consolidate most parking and will reduce the number of cars using local streets to reach parking lots. The direct access routes will be via main streets only.

**PROBLEM:** There is congestion caused by buses operating on Hyde Park Avenue.

**RESPONSE:** Most bus routes approach Forest Hills from the south, and these buses will enter the station complex from New Washington Street and leave the station site on Washington Street to the south of Forest Hills Square. Five of the 15 proposed bus routes at Forest Hills will travel on Hyde Park Avenue to enter and leave the station; this is necessary

since these routes serve Hyde Park Avenue.

**PROBLEM:** Air pollution due to traffic.

**RESPONSE:** The smoother flow of traffic that results from the improved street system will mean that fewer cars will be delayed in the area and that exhaust pollution that comes from idling cars will be reduced.

**PROBLEM:** How do pedestrians walk to the station?

**RESPONSE:** There will be push button crossing signals for pedestrians at grade on the streets at all four corners of the station site.

**PROBLEM:** What visual environmental problems in Forest Hills will the new station solve?

**RESPONSE:** The elevated structure will be removed, the railroad embankment will be gone, the repair barn will be demolished, street and sidewalk improvements will be made, and park space will be created. The views into the station area will be much improved.

# Educational Training Program



Myles Crowley, 3rd from left, with Tony Dodds, Judith LaVacca and Carleton Burke, trainees who participated in the summer pilot program.

Hello! my name is Myles Crowley. I am a junior at Madison Park High School and a trainee in the Southwest Corridor Project Educational Training Program.

This is a column about the training program. I and other trainees will be writing short articles to keep you informed of the activities in the program.

As you may know, some of us were involved in a summer pilot program. We are now in the full year program, which is much different from the summer program. The days are longer and colder than those in the summer, and trainees no longer work 40 hours a week. School replaces the drafting, model building and photography workshops, but the experience of the program remains invaluable.

The full year program started in October with an orientation at the Boston Architectural Center. Summer trainees and staff were re-united, met new trainees, and were ready to begin work. Since October, trainees have been working a minimum of 12 hours and a maximum of 19 hours a week at their firm placements, which remains one of the major aspects of the program.

I, for example, work at Charles Hilgenhurst and Associates, an architectural, urban design, planning and land development consultant firm. While there, I have worked on various jobs such as research, layout, graphic arts and others. I have learned a good deal about architecture and other design professions.

Besides the firm placements, we have met regularly with staff members, had sessions with the counsellors, and discussed the plans for the coming year of the program. It should be a good year.



## en español

¡Buenas! Me llamo Myles Crowley. Estoy en tercer año en Madison Park High School y participo en el Programa de Adiestramiento Educativo del Corredor.

Esta es una columna sobre el programa de adiestramiento. Yo, junto con otros estudiantes en el Programa, escribiremos artículos breves para mantenerlo al día sobre nuestras actividades.

Algunos de nosotros estuvimos en el programa piloto de verano. En estos momentos estamos participando en el programa completo, que es bastante distinto al programa de verano. Los días son más largos y fríos que los del verano, y los estudiantes no trabajamos 40 horas a la semana. La escuela toma el lugar de los talleres de dibujo técnico, maquetas y fotografía que fueron parte del programa de verano.

Desde octubre, hemos estado trabajando entre 12 y 19 horas a la semana en las firmas de asesores, trabajo que se mantiene como



uno de los aspectos más importantes del programa.

Yo, por ejemplo, estoy colocado en la firma de Charles Hilgenburst and Associates, una firma de arquitectura, planificación, diseño urbano y desarrollo. Mi trabajo ha consistido de investigaciones, artes gráficas, emplanaje y otras tareas.

Además de trabajar en las firmas, nos hemos encontrado regularmente con el personal del programa, hemos tenido sesiones de consejería y hemos discutido los planes para el año entrante, que promete ser un buen año.

